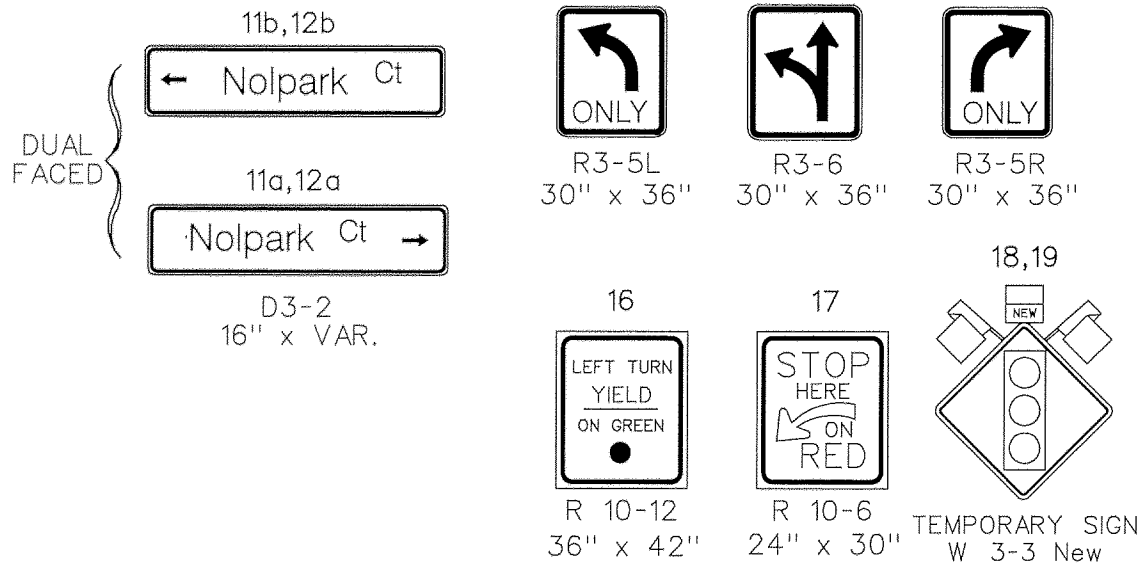


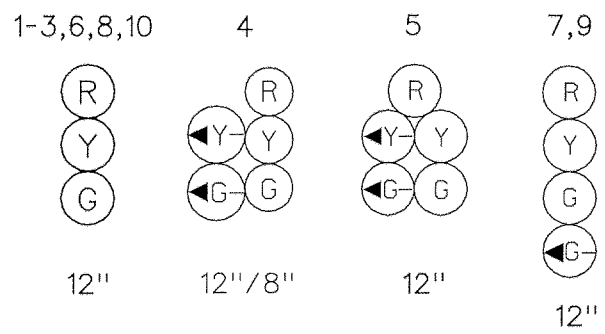
NOTES

- "D.O." INDICATES DELAY OUTPUT LOOP DETECTOR.
- GEOMETRICS SHALL BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
- LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
- PAVEMENT MARKINGS DETAILED ARE PROPOSED AND ARE TO BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS. ALL OTHER PAVEMENT MARKINGS WILL BE INSTALLED BY THE DEVELOPER AS PART HIS ON-SITE REQUIREMENTS. ALL PAVEMENT MARKINGS WILL MEET SHA SPECIFICATIONS.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND ARE NOT TO BE CONSIDERED COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL EQUIPMENT WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE PROJECT ENGINEER IMMEDIATELY.
- THE EXISTING INTERCONNECT CABLE IS CURRENTLY LOCATED IN THE MEDIAN OF MD 3 (BUS) CONNECTING CRAINMONT DRIVE TO PHIRNE ROAD. THE EXISTING INTERCONNECT CABLE AT THE CONTROLLER OF PHIRNE ROAD WILL BE DISCONNECTED AND PULLED BACK TO THE MEDIAN BREAK OF NOLPARK COURT INTERSECTION AND CONNECTED TO THE NEW CONTROLLER. NEW INTERCONNECT CABLE WILL BE INSTALLED FROM THE NEW CONTROLLER AT MD 3 (BUS) AND NOLPARK COURT TO THE EXISTING CONTROLLER OF MD 3 (BUS) AND PHIRNE ROAD.

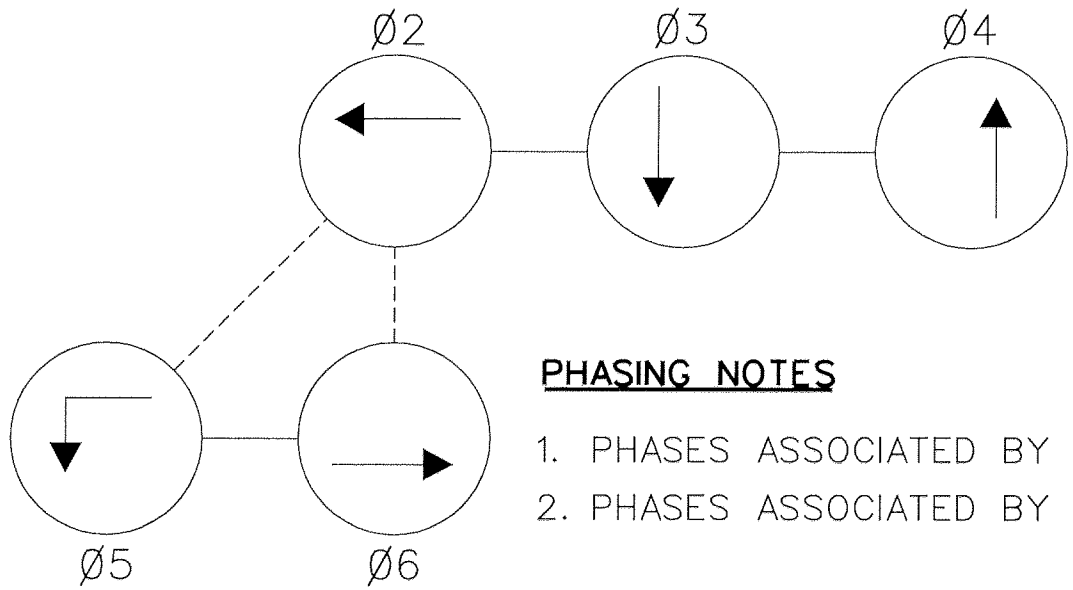
SIGNS



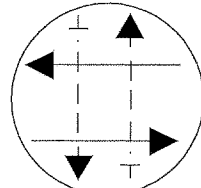
SIGNALS



NEMA PHASING

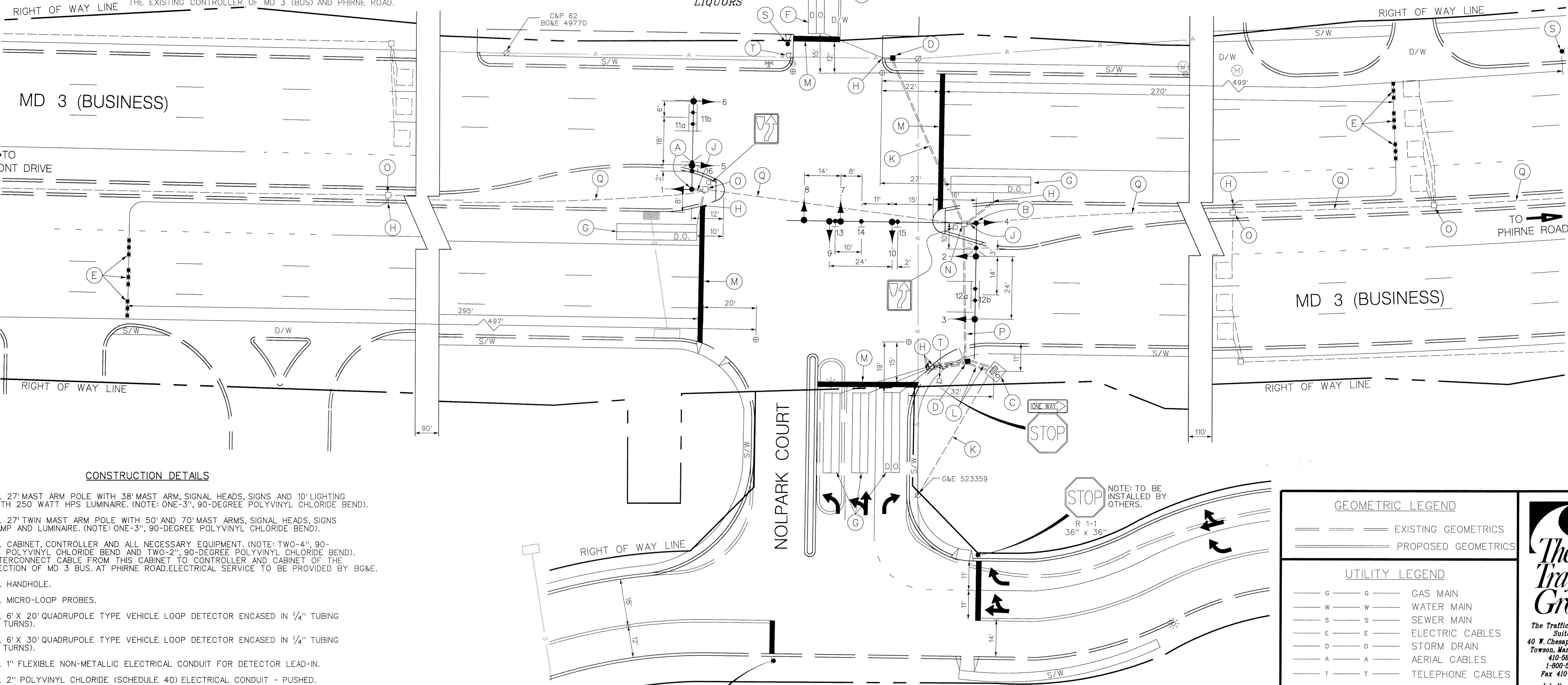


FLASHING OPERATION



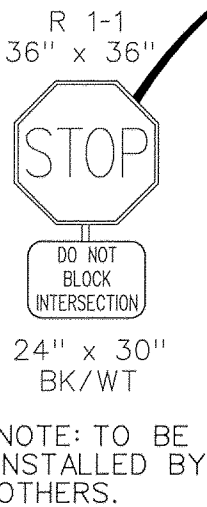
PHASING NOTES

- PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
- PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- 27' MAST ARM POLE WITH 38' MAST ARM, SIGNAL HEADS, SIGNS AND 10' LIGHTING TH 250 WATT HPS LUMINAIRE. (NOTE: ONE-3", 90-DEGREE POLYVINYL CHLORIDE BEND).
- 27' TWIN MAST ARM POLE WITH 50' AND 70' MAST ARMS, SIGNAL HEADS, SIGNS AND LUMINAIRE. (NOTE: ONE-3", 90-DEGREE POLYVINYL CHLORIDE BEND).
- CABINET, CONTROLLER AND ALL NECESSARY EQUIPMENT. (NOTE: TWO-4", 90-DEGREE POLYVINYL CHLORIDE BEND AND TWO-2", 90-DEGREE POLYVINYL CHLORIDE BEND).
- INTERCONNECT CABLE FROM THIS CABINET TO CONTROLLER AND CABINET OF THE SECTION OF MD 3 BUS. AT PHIRNE ROAD. ELECTRICAL SERVICE TO BE PROVIDED BY BG&E.
- HANDHOLE.
- MICRO-LOOP PROBES.
- 6' X 20' QUADRUPOLE TYPE VEHICLE LOOP DETECTOR ENCASED IN 1/4" TUBING (TURNS).
- 6' X 30' QUADRUPOLE TYPE VEHICLE LOOP DETECTOR ENCASED IN 1/4" TUBING (TURNS).
- 1" FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT FOR DETECTOR LEAD-IN.
- 2" POLYVINYL CHLORIDE (SCHEDULE 40) ELECTRICAL CONDUIT - PUSHED.
- 2" POLYVINYL CHLORIDE (SCHEDULE 80) ELECTRICAL CONDUIT - TRENCHED.
- 4" POLYVINYL CHLORIDE (SCHEDULE 40) ELECTRICAL CONDUIT - TRENCHED.
- 24" PREFORMED PAVEMENT MARKING - WHITE, FOR STOP LINE.
- EXISTING HANDHOLE, PULL BACK INTERCONNECT CABLE AND RERUN TO THE EXISTING CABINET AND CONTROLLER OF THIS INTERSECTION. (SEE WIRING DIAGRAM).
- EXISTING HANDHOLE.
- 4" POLYVINYL CHLORIDE (SCHEDULE 80) ELECTRICAL CONDUIT - PUSHED.
- 5" DOUBLE YELLOW PAVEMENT MARKING.
- GROUND MOUNTED SIGN.
- EXISTING R1-1 SIGN.



GEOMETRIC LEGEND

- EXISTING GEOMETRICS
- PROPOSED GEOMETRICS

UTILITY LEGEND

- GAS MAIN
- WATER MAIN
- SEWER MAIN
- ELECTRIC CABLES
- STORM DRAIN
- AERIAL CABLES
- TELEPHONE CABLES



MDOT - STATE HIGHWAY ADMINISTRATION

Office of Traffic & Safety

TRAFFIC ENGINEERING DESIGN DIVISION

DRAWN BY: AA
DES. BY: J.A.B.
CHK. BY: [Signature]

DATE: 08-15-95
SCALE: 1" = 20'

F.A.P. NO.
S.H.A. NO. BW 845-802-512

TS/STD. NO.
3572-P

LOG MILE * 02B00301.10
SHEET NO.
1 OF 2

REVISIONS	APPROVALS
	ASST. DIVISION CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
	ASST. DISTRICT ENGINEER - TRAFFIC
	DIRECTOR, OFFICE OF TRAFFIC & SAFETY